

the documents filed yesterday were internal memos and minutes from GOPAC planning meetings. According to one, an unidentified GOPAC source said "we're supplying, my guess would be a quarter of a million dollars in NEWT support per year." A quarter of a million dollars in an election he won by just 974 votes.

Mr. Speaker, the Ethics Committee has now been stonewalling the appointment of an independent counsel for more than 14 months. The committee must act, they must act. We need an outside counsel to investigate NEWT GINGRICH. Stop the stonewalling.

□ 1045

ETHICS COMMITTEE SHOULD GIVE A FULL REPORT

(Mr. WARD asked and was given permission to address the House for 1 minute.)

Mr. WARD. Mr. Speaker, I planned to rise today to sing the praises of my friend, the gentlewoman from Colorado [Mrs. SCHROEDER], who is retiring, and to honor her dedicated service. You know, when I mentioned to PAT that that is what I was going to do, she said, "No, don't do that. Please, get up and tell the American people about the ethics problems that Speaker GINGRICH is facing."

She told me that I should make sure that in a time when the Wall Street Journal, the New York Times, even the Washington Times, are talking about the illegal contributions made by GOPAC to Speaker GINGRICH's reelection, that at that same time the Committee on Standards of Official Conduct is refusing to give us a simple report, and the Republican majority has voted down our attempts to give that report.

Today they will have a chance again. Today we will be asking the Republican majority to have the Committee on Standards of Official Conduct just come up and tell us what they found, come up and give us a report, tell us if there is something going on there that we need to know about. Please, today follow our lead, have the Committee on Standards of Official Conduct give us a full report.

PERMISSION FOR SUNDRY COMMITTEES AND THEIR SUBCOMMITTEES TO SIT TODAY DURING 5-MINUTE RULE

Mr. FUNDERBURK. Mr. Speaker, I ask unanimous consent that the following committees and their subcommittees be permitted to sit today while the House is meeting in the Committee of the Whole House under the 5-minute rule.

Committee on Commerce, Committee on House Oversight, Committee on International Relations, Committee on National Security, Committee on Resources, Committee on Science, and Committee on Transportation and Infrastructure.

It is my understanding that the minority has been consulted and that there is no objection to these requests.

The SPEAKER pro tempore (Mr. GILLMOR). Is there objection to the request of the gentleman from North Carolina?

Mr. WISE. Mr. Speaker, reserving the right to object, the gentleman is correct. The minority has been consulted and has no objections.

Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from North Carolina?

There was no objection.

AMTRAK REFORM AND PRIVATIZATION ACT OF 1995

Mr. QUILLEN. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 284 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 284

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 1(b) of rule XXIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1788) to reform the statutes relating to Amtrak, to authorize appropriations for Amtrak, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill, modified by the amendment printed in part 1 of the report of the Committee on Rules accompanying this resolution. The committee amendment in the nature of a substitute, as modified, shall be considered by title rather than by section. The first section and each title shall be considered as read. All points of order against the committee amendment in the nature of a substitute, as modified, are waived. Before consideration of any other amendment, it shall be in order without intervention of any point of order to consider the amendment printed in part 2 of the report of the Committee on Rules. That amendment may be offered only by the chairman of the Committee on Transportation and Infrastructure or his designee, shall be considered as read, may amend portions of the bill not yet read for amendment, shall be debatable for ten minutes equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. If that amendment is adopted, the bill, as amended, shall be considered as the original bill for the purpose of further amendment. During further consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused

it to be printed in the portion of the Congressional Record designated for that purpose in clause 6 of rule XXIII. Amendments so printed shall be considered as read. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the amendment in the nature of a substitute made in order as original text. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from Tennessee [Mr. QUILLEN] is recognized for 1 hour.

Mr. QUILLEN. Mr. Speaker, for the purposes of debate only, I yield the customary 30 minutes to the distinguished ranking member of the Committee on Rules, the gentleman from Massachusetts [Mr. MOAKLEY], pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. QUILLEN asked and was given permission to revise and extend his remarks and include extraneous material.)

Mr. QUILLEN. Mr. Speaker, House Resolution 284 is an open rule providing for the consideration of H.R. 1788, the Amtrak Reform and Revitalization Act of 1995. The rule provides 1 hour of general debate divided equally between the chairman and ranking minority member of the Committee on Transportation and Infrastructure.

The rule makes in order an amendment in the nature of a substitute now printed in the bill, as modified by the amendment printed in part 1 of the report of the Committee on Rules.

All points of order are waived against consideration of the bill and against the amendment in the nature of a substitute, as modified.

The rule allows for the consideration of the manager's amendment printed in part 2 of the report which is not subject to amendment or division of the question and is debatable for 10 minutes equally divided between the proponent and an opponent.

All points of order are waived against the amendment and, if adopted, the amendment is considered as part of the base text for further amendment purpose.

The Members who have preprinted their amendments in the CONGRESSIONAL RECORD prior to consideration may be given priority in recognition, and the rules provides one motion to recommit with or without instructions.

Mr. Speaker, Amtrak is an integral part of this country's intermodal transportation system, providing safe, efficient, affordable travel to millions of Americans to many places across the country.

However, according to the GAO, Amtrak's financial and operating condition have declined in recent years,